

# The Hongkong Telegraph.

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NEW SERIES No. 8050

第二初月一十年元號

TUESDAY, DECEMBER 14, 1909.

二月

號四十月二十英港香

3d PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUNDS .....  
Sterling ..... £1,000,000 at £1 = \$15,000,000  
Silver ..... \$15,000,000  
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:

Hon. Mr. W. J. Graxton—Chairman,  
H. K. Tomlinson, Esq.—Deputy Chairman,  
G. Balloch, Esq. Fr. Lieb, Esq.  
J. W. Bandow, Esq. M. Shadlow, Esq.  
M. G. Barrett, Esq. R. Shaw, Esq.  
C. S. Gibbons, Esq. H. A. Slobs, Esq.  
C. R. Lehmann, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. E. R. Hunter;  
LONDON BANKERS—LONDON COUNTY AND  
WESTMINSTER BANK, LIMITED.  
HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 13th November, 1909. [10]

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

PAID-UP CAPITAL ..... £1,000,000  
RESERVE FUND ..... £1,75,000  
RESERVE LIABILITIES OF PROPRIETORS ..... £1,000,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT AT THE RATE OF 2 PER CENT. PER  
ANNUUM ON THE DAILY BALANCES.  
ON FIXED DEPOSITS FOR 12 MONTHS, 4 PER  
CENT. " " 6 " " 3½ " " 3 " " 2½ " " 2 " "

WM. DICKSON,  
Manager.

Hongkong, 5th April, 1909. [18]

YOKOHAMA SPECIE BANK,  
LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUNDS ..... 15,000,000

Head Office—YOKOHAMA.

Branches and Agents.

TOKIO. CHEFOO.  
KORE. TIENTHSIN.  
OSAKA. PEKIN.  
NAGASAKI. NEWCHWANG.  
LONDON. DALNY.  
LYONS. PORT ARTHUR.  
NEW YORK. ANTUNG.  
SAN FRANCISCO. LIOYANG.  
HONOLULU. MUKDEN.  
BOMBAY. TIE-LING.  
SHANGHAI. CHANG-CHUN.  
HANKOW.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per annum on the Daily Balance.

ON fixed deposit:

For 1 month ..... 2½ % p.a.  
" " 6 " ..... 3½ " " 3 " " 2½ " " 2 " "

TAKEO TAKAMICHI,  
Manager.

Hongkong, 11th September, 1909. [17]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP: Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin Calcutta Hamburg Hankow  
Kobe Peking Singapore Tientsin  
Tsinan Telngan Yokohama

FOUNDED BY THE FOLLOWING BANKS AND  
BANKERS:

Königliche Sesshandlung (Preussische Staatsbank)  
Direction der Disconto-Gesellschaft  
Deutsche Bank  
S. Bleichröder  
Berliner Handels-Gesellschaft  
Bank für Handel und Industrie  
Robert Warshauer & Co.  
Mandlsohn & Co.  
M. A. von Rothschild & Sohne Frankfurt  
Jacob S. H. Stern a.m.  
Norddeutsche Bank in Hamburg, Hamburg  
Sal Oppenheim Jr. & Co., Berlin  
Bayerische Hypotheken und Wechselbank  
München.

LONDON BANKERS:

Morris N. M. ROTHSCHILD & SONS,  
THE UNION OF LONDON AND SMITH'S BANK  
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

E. KOHN,  
Manager.

Hongkong, 4th December, 1909. [14]

## Banks.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules maybe  
obtained on application.

INTEREST on deposits is allowed at 2½ PER  
CENT. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 1st January, 1909. [ar]

INTERNATIONAL BANKING  
CORPORATION.

CAPITAL PAID UP ..... GOLD \$8,350,000  
ABOUT MXN \$7,825,000  
RESERVE FUND ..... GOLD \$8,350,000  
ABOUT MXN \$7,825,000

HEAD OFFICE:  
60 WALL STREET, NEW YORK.

LONDON OFFICE:  
THREADEADLE HOUSE, E.C.

LONDON BANKERS:  
BANK OF ENGLAND.  
NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED.  
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE  
WORLD.

THE Corporation transacts every Description  
of Banking and Exchange Business, receives Money in Current Account at the  
rate of 2½ per cent. on daily balances and accepts  
Fixed Deposits at the following rates—  
For 12 months, 4 per cent. per annum.

" " 6 " " 3½ " " 3 " " 2½ " "

" " 3 " " 2½ " " 2 " "

" " 2 " " 2 " "

No. 9, Queen's Road Central,  
Hongkong.

W. M. ANDERSON,  
Manager.

Hongkong, 8th April, 1909. [18]

## Intimations.

CHINA MUTUAL LIFE INSURANCE  
CO., LTD., OF SHANGHAI.

DIRECTORS AND OFFICERS:

Alexander McLeod, Esq., Chairman.  
C. Stephanus, Esq.  
Lee Yung Su, Esq.  
J. H. McMichael, Esq.  
C. R. Burkill, Esq.  
J. A. Wattie, Esq., Manager-Director.  
A. J. Hughes, Esq., Secretary.  
S. B. Neill, F.I.A., Actuary.

A STRONG British Corporation Registered  
under Hongkong Ordinances and under  
Life Assurance Companies' Act, England.  
Insurance in Force ..... \$34,054,152.00  
Assets ..... 7,114,490.08  
Income for Year ..... 3,073,834.81  
Total Security to Policyholders, 7,885,852.53

LEFFERTS KNOX, Esq., Hongkong  
District Manager. Hongkong, Can on, Macao  
B. W. TAPE, Esq., and the  
District Secretary. Philippines.

ALEXANDRA BUILDING, HONGKONG.  
Hongkong, 1st December, 1909. [18]

## EXTRAORDINARY BARGAINS.

Come All! Don't miss  
this chance of getting such  
cheap things.

Everything reduced except  
the Regal Shoes.

Now is the chance to get  
things cheap!

At THE SAVOY,  
13, Queen's Rd. Central.  
Hongkong, 27th October, 1909. [19]

THE CHINA PROVIDENT LOAN AND  
MORTGAGE CO., LTD.

(CAPITAL PAID UP ..... \$1,350,000)

Loans on Mortgage of House Property, &c.  
Goods received on Storage.  
Advances made on Merchandise.  
Loans made on the Provident System.  
(Rates and Particulars on application).

THE OFFICE OF  
TRUSTEE, EXECUTOR OF WILLS,  
ATTORNEY, &c.  
Undertakers and Executors.  
SHEKWA, TOMES & CO.,  
General Managers.  
Hongkong, 10th March, 1909. [19]

## Mails.

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES  
named.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON and ANTWERP via  
SINGAPORE, PENANG, NORE ..... 3 P.M.  
COLOMBO, PORT SAID ..... 15th Dec. Freight and  
and MARSEILLE ..... Passage.

SHANGHAI, MOJI, KOBE & SYRIA ..... About Freight and  
YOKOHAMA ..... Capt. D. C. Gregor, R.N.R. Passage.

SHANGHAI ..... { DELHI ..... About Freight and  
Capt. G. W. Gordon, R.N.R. Passage.

LONDON, &c., via usual Ports { DELTA ..... Noon, See Special  
Capt. B. W. H. Snow ..... 25th Dec. Advertisement.

For Further Particulars, apply to

E. A. HEWETT,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, 14th December, 1909. [4]

## Intimations.

LANE, CRAWFORD & CO.

TELEPHONE 97.

## CHRISTMAS DELICACIES.

CHOCOLATE WALNUTS.

CHOCOLATE PEPPERMINTS.

CHOCOLATE GINGER.

CHOCOLATE DESSERT.

CHOCOLATE CREMES.

BUTTERSCOTCH.

BARLEY SUGAR.

TURKISH DELIGHT.

NUTMILK CHOCOLATE

MUSCATELS.

PULLED FIGS.

CARLSBAD PLUMS.

ELUAS PLUMS.

CHRISTALIZED FRUITS.

LANE, CRAWFORD & CO. [38]

## WHISKIES SCOTCH.

Fine Old Glenlivat  
'Very Old Highland' Blend.  
Robert Macdonald  
'Monarch of the Glen'  
Rare Old Blend,  
'Waylon' Blend.  
Extra Special Finest Liqueur.

'Polo' (bottled at Home).  
O. D. S. (very choice).  
V. O. S. (old matured).  
Ferintosh, great age (very fine).

String Band play during Tiffin and Dinner.

## Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

## WEST RIVER STEAMERS.

JOINT SERVICE OF  
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND  
THE CHINA NAVIGATION COMPANY, LTD.

### HONGKONG-CANTON LINE.

S.S. "HONAM" 3,365 Tons, "FATSHAN" 2,260 Tons, "KINSHAN" 1,995 Tons,  
"HUNGSHAN" 1,995 Tons.

Departures from Hongkong to Canton daily at 8 A.M. (Sunday excepted), and 10 P.M.  
(Saturday excepted).

Departure from Canton to Hongkong daily at 8 A.M. and 5:15 P.M. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation. Lighted  
throughout by electricity. Electric Fan in each cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

### HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 1,365 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the  
Company's Wing Lok Street Wharf.

Departures from Macao Hongkong on week days at 7:30 A.M. and at 2 P.M.

### CANTON-MACAO LINE.

## Details.

## NORDDEUTSCHER LLOYD.

BREMEN.

## IMPERIAL GERMAN MAIL LINES

FOR STEAMERS TO F. M.

NAPLES, GENOA, ALGIERS,	"PRINZ LUDWIG",	WEDNESDAY,
GIBRALTAR, SOUTHAMPTON,	F. v. Bendor,	15th December, Noon.
ANTWERP and BREMEN,		
SHANGHAI, TSINGTAU, NAG.,	"BULOW",	WEDNESDAY,
SAKI, KOBE and YOKOHAMA,	Capt. F. Prosch,	15th December.
MANILA, YAP, NEWGUINEA,	"PRINZ SIGISMUND",	FRIDAY,
SAMARAI, BRISBANE, SYD.,	Capt. D. Leitz,	31st Dec., Daylight.
NEY & MELBOURNE,		
KUDAT and SANDAKAN,	"BORNEO", Capt. P. Semilli,	Middle of December.

For further particulars, apply to

## NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 13th December, 1909.

[5]

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, OCEANIEN,	Sellier	.....	20th Dec., P.M.
MARSEILLES, VIA PORTS	Charbonnel	.....	21st Dec., 11 A.M.
SHANGHAI, KOBE, YOKOHAMA, NERA,	Martin	.....	3rd Jan., P.M.
MARSEILLES, VIA PORTS	Broc	.....	4th Jan., 11 A.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £72.10, 30 hours' sail from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. THOMAS,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 11th December, 1909.

[9]

## MESSAGERIES CANTONAISES.

HONGKONG-CANTON-KWANGSI RIVER SERVICE.

S.S. "PAUL BEAU" and "CHARLES HARDOUIN"

Capt. Marabat (1900 tons 14 knots) Capt. Biernaime  
DEPARTURE:  
From HONGKONG the Co.'s Wharf near Wing Lok Street Every Night at 10 excepting Saturdays.  
From CANTON (French Concession, Shamian) Every Evening at 5.15 excepting Sundays.

FARES:—1ST CLASS \$5.00, 2ND CLASS \$2.00.

French Cuisine and Wines of the Best Vintage. Meals, 51.50.

S.S. "ROBERT LEBAUDY" Capt. Vivier  
CANTON-WUCHOW SERVICE—SEE SCHEDULE.

For further information, apply to—

HEAD OFFICE, Canton.

P. A. LAPICQUE & CO., Hongkong (4 Queen's Building, Tel. No. 950)  
N.B.—Guides (\$2.00), sedan chairs and bearers (\$1.50) can always be engaged at Canton  
By starting at about 8 o'clock in the morning on a visit to the picturesque Chinese City, the tourist will find time to view the shops and other places of interest, returning to Shamian about 3 p.m.

Hongkong, 19th November, 1909.

[14]

## Intimation.



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,  
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.WILL test your eyes free of charge, and if they are wrong will put them right.  
Lessons Given. All kinds of Repairs. Specimens for all requirements.  
Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.  
LONDON, CALCUTTA, SHANGHAI,  
John Street, Bedford Row, W.C. 14, Brabourne Street, 65, Naikung Road  
Newhaven, 1st March, 1909.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## NO. 1 DOCK.

Docking Length ..... 575 ft.  
Width of Entrance ... 80 "

Water on Blocks ... 28 "

## NO. 2 DOCK.

Docking Length ..... 376 ft.  
Width of Entrance ... 50 "

Water on Blocks ... 26 "

NO. 3 DOCK.  
IN COURSE OF CONSTRUCTION.Docking Length ..... 481 ft.  
Width of Entrance ... 63 "

Water on Blocks ... 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 876, 100, or 611.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 6th Edt.

Liebers, Scotts, A. I., and Watling.

Yokohama, April 28th, 1909.

## BULLION.

Messrs. Samuel Montagu &amp; Co.'s Circular, dated London, Nov. 18th, contains the following:

Gold—The price of bullion was unchanged at 77s. gd. per oz. std. With the exception of a considerable amount reserved for India, the arrivals—about £65,000—were sold to the Bank of England.

The effect desired by the Bank, when it raised the official rate to 5 per cent., has at length been produced, and during the week the influx reached the substantial total of £1,655,000.

This total, satisfactory as it is, does not represent the sole relief to the market; for, in addition, New York has been shipping considerable sums of gold direct to South America.

The small amount of bills offered by the India Council will doubtless lead to the shipment of sovereigns to India; in fact, it is more than likely that some will go this week.

Silver—On the whole, notwithstanding a drop of 1d. on the 15th since partially recovered, the market has been steady in character.

China continues to sell at any improvement in price, but will not allow the opportunity to pass of re-purchasing at a fair profit. This condition of affairs is likely to continue until the Chinese New Year, about which time India will be in possession of the proceeds of an unusually bountiful harvest, a certain proportion of which will probably be invested in silver.

Last week's steadiness was assisted by continental purchases.

In the brief space of six weeks, the amount of silver held by the Imperial Bank of Germany, has declined £1,153,150.

India reports a daily off take of 1,100 bars, and it is considered probable that the upcountry demand is on the increase.

The large shipment of about £480,000 last week, exercises little direct influence, being practically a transfer from the London Stock to that of Bombay, where the silver will be in closer touch with the Eastern markets.

Lately China has been buying in Bombay, and such purchases have a natural tendency to approximate the price in India, to the parity of London's quotation.

A shipment of £15,000 has been made from San Francisco to the Far East.

## Intimations.

## "SOLIGNUM."

A perfect preservative stain for Wood, Stone, and Brickwork.

It protects against Decay, Fungus, Dry Rot, the Ravages of Insects and Vermin (especially the white ant) and the action of the weather.

"Solignum" really does what is claimed for it, as may be seen from the testimonials of the Governments of India, the Sultan, &amp;c.

In Drums and Barrels of various colours.

Prospectus and all further information from SIEMSSSEN &amp; CO., (Machinery Dept.) Hongkong, Sole Agents.

Hongkong, 7th December, 1909. [51]

## JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche &amp; Co."

Per Bot.

XXX Very Old Fine ..... \$2.50

V.O.C.B. Guaranteed 20 Years.

Old ..... 5.50

ALSO

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1909. [52]

GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOME'S &amp; CO., General Managers.

Hongkong, 16th August, 1909. [53]

## AN APPAL.

THE SUPERIORITY of the ITALIAN CONVENT, CAINE ROAD, beg most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desire to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Caps and Collars resewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiors will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Workbooks, 1/- each, 1909.

17th Aug., 1909.

## PATHER FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

## METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here—

Signal No. 1. A CONE point upwards indicates a Typhoon to the North of the Colony.

Signal No. 2. A CONE point upward and DRUM below indicates a Typhoon to the North-East of the Colony.

Signal No. 3. A DRUM indicates a Typhoon to the East of the Colony.

Signal No. 4. A CONE point downward and DRUM below indicates a Typhoon to the South-East of the Colony.

Signal No. 5. A CONE point downward and BALL below indicates a Typhoon to the South of the Colony.

Signal No. 6. A CONE point downward and BALL below indicates a Typhoon to the South-West of the Colony.

Signal No. 8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. "Tamar," Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

## URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superfluous to the other shapes.

## NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. "Tamar."

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

## Intimation.

## Notice of Firm.

## NOTICE.

M R. P. THOMAS having been appointed AGENT for the MESSAGERIES MARITIMES and the CHARGEURS REUNIS at Hongkong, takes charge of the above Companies' Agency from this date. Hongkong, 11th December, 1909. [827]

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW, the 15th December, 1909, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

SUNDAY VALUABLE HOUSEHOLD FURNITURE, Comprising:—

SILK TAPESTRY-COVERED DRAWING ROOM SUITE, TEAKWOOD OVERMANTELS with BEVELLED GLASS, BOOKCASES, TEAKWOOD SIDE-BOARDS and DINNER WAGGONS with BEVELLED GLASS, WARDROBES with BEVELLED GLASS, MARBLE-TOP DRESSING TABLE and WASHSTAND with BEVELLED GLASS, HATSTAND, Double and Single BRASS-MOUNTED BED-PADS with WIRE and RATTAN MATRESSES, CARPETS, GLASS, CROCKERY and E.P. WARE, CANTON CARVED BLACKWOOD WARE, BRASS and IRON FENDERS, COOKING STOVE and UTENSILS;

ALSO One COTTAGE PIANO.

Catalogues will be issued. TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 14th December, 1909. [831]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on FRIDAY,

the 17th December, 1909, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

SUNDAY VALUABLE HOUSEHOLD FURNITURE.

(Particulars from Catalogue).

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 13th December, 1909. [837]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

on SATURDAY,

the 18th December, 1909, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street.

A Varied Assortment of X'MAS TOYS;

ALSO

A Few Lots of LACE CURTAINS and JEWELRY.

(Particulars from Catalogue).

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 13th December, 1909. [838]

OPEN.

POWELL'S

ALEXANDRA

BUILDINGS.

and

28, Queen's Road.

Hongkong 6th December, 1909. [839]

## CONSECRATION OF THE BISHOP HOARE MEMORIAL CHAPEL.

Ningpo, December 6th.

In brilliant sunshine, and with the help and sympathy of many friends this Chapel was consecrated on Saturday last, December 4. It will be remembered that it was proposed to build a Chapel for the use of the students of the C.M.S. Training College in Ningpo, in memory of Bishop Hoare, its founder and first principal. The hope has now been realized through the kind help of many friends in England and in China, and the English Bishop in Chekiang, the Right Rev. Bishop Molony, performed the opening ceremony. The foundation stone was laid by the Bishop in torrents of rain on June 14 last, and the work is not yet fully completed, owing to many difficulties which have arisen, chiefly in consequence of the lamented death of the architect, Mr. B. H. Tarrant. However, the building was sufficiently advanced to allow of the opportunity being taken of the Diocesan Synod meeting in Ningpo to dedicate the Chapel. At 2.30 p.m. the College staff met Bishop Molony, supported by the Reverend Archdeacon A. E. Moule and more than thirty clergy of his diocese, English and Chinese, at the door of the Chapel and requested him to dedicate the building to the service of God. Archdeacon Moule then opened the door and the procession entered the Chapel, which was soon filled to its utmost capacity with visitors and students. The consecration service, which was wholly in Chinese, consisted of the reading of Psalm XXIV and prayer by the Bishop. After prayer the hymn "Christ is in our corner stone" was sung; and then the Bishop, conducted by the principal, and accompanied by the Archdeacon, proceeded to the Lectern, Reading Desk and Holy Table in order, offering appropriate prayer in each place. The congregation then knelt, and the Bishop offered a prayer in which the whole building was consecrated for uses of Divine Service. Archdeacon Moule and the Rev. Y. K. Wong next delivered addresses, the Archdeacon in English and Chinese and Mr. Wong in Chinese, chiefly in memory of the late Bishop and impressing the example of his life; the words of Scripture "They glorified God in me" and "For My sake and the Gospel's" were taken as the texts of the two addressees. The congregation then joined in the hymn, "Who are these in bright array! and all kolejing, the Bishop commended the—beau— and beloved—founder—in the familiar and comprehensive words of the Communism Service. The Bishop then gave the blessing and the clergy and congregation left the Chapel, confident that the prayer which had been offered will receive an answer, and that from those who worship daily in this House of God there will never be wanting a succession of men who receive the divine call to glorify God as St. Paul did, and as Bishop Hoare did, by service of Christ in the Gospel.

Tea and refreshments were partaken of after the ceremony, and a photograph was taken.

The style of the building is a free treatment of late Gothic, and the fabric is of dressed Ningpo stone with brick and rough cast. The roof is of Chinese design surmounted by a small bell flèche. There is a small chancel and a nave capable of seating 150 students, with stalls for twelve masters. The building is lighted by electricity. There is to be a brazier in the vestry in memory of Mr. B. H. Tarrant, and there are brasses in Chinese and English in memory of Bishop Hoare. The English inscription on the latter reads as follows:—This Chapel is erected to the glory of God and in grateful memory of

JOSEPH CHARLES HOARE, D. D.  
Son of the Canon Edward Hoare, of Tunbridge Wells, England. Educated at Tonbridge School and Trinity College, Cambridge. Called to missionary service by the words on a memorial tablet to Henry Martyn, in Trinity Church, Cambridge. He joined the Ningpo Mission of the Church Missionary Society in 1876 and became the founder and first principal of this College. Appointed Bishop of Victoria, Hongkong, in 1898. He with four Chinese student evangelists gave up his life in the waters of Hongkong harbour on the 18th of September 1896.

"A faithful man, able to teach others" 2 Tim 2:2.

"Ye are in our hearts to die together" 2 Cor 7:3.

As the work is not fully completed and accounts have not all been settled, it is not possible to say that the Chapel is opened free of debt, but it is believed that very nearly the necessary amount has been received. There remain, however, several articles of furniture to be provided—such as a bell, communion vessels, an American organ, simple paneling for the wall of the East end, and vestry furniture, besides the necessary expenses connected with the surroundings, the making of paths and turfing etc., so that the fund remains open for a time.—N.C. D. News.

THE BRITISH AND CHINESE CORPORATION.

The report states that the profits for the year ending June 30, 1909, amounted to £14,345, which added to £9,873 brought forward makes £14,219. The directors recommend a dividend of 10s. per share (10 per cent.) be paid on 27th ult., free of income tax, leaving £1,719 to be carried forward. The directors regret to be unable to report the conclusion of any new business. The corporation, however, interested in proposals which have been on foot for a considerable period for financing the construction of two important projected Chinese railways. After protracted negotiations, and when it was believed that all difficulties had been accommodated, a demand for participation in the business arose in an unexpected quarter. Negotiations connected with this claim have suspended the completion of the business and necessitated a re-arrangement of interests, concerning which it is hoped an understanding may be reached before long.

MASSRS. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. Li KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd) A. S. WATSON & CO.

25th May, 1909.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 4th August, 1909.

## Intimations

## WHAT IT WILL DO.

A woman buys a sewing machine for what it will do; not as an article of furniture. A man carries a watch to tell him the time; not as an investment of surplus capital. The same principle when one is ill. We want the medicine or the treatment which will relieve and cure. The friend in need must be a friend indeed—something, or somebody, with a reputation, with a good record, with a history that justifies our confidence. There should be no guesswork in treating disease. People have the right to know what a medicine is, and what it will do, before they take it. It must have behind it an open record of benefit to others for the same diseases—a series of cures that proves its merit and inspires confidence. It is because it has such a record that

## WAMPOLE'S PREPARATION

is bought and used without hesitation or doubt. Its Good Name is the solid basis for the faith the people have in it; and a good name has to be earned by good deeds. For the purposes for which it is recommended it is honest, true and practical. It does what you have a right to expect it to do. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. In Scrofula, Anemia, Nervous and General Debility, Influenza, Blood Impurities and Wasting Complaints, it is to be thoroughly relied upon. Dr. J. L. Carrick says: "I have had remarkable success with it in the treatment of Consumption, Chronic Bronchitis, Catarrh and Scrofulous Affections. It is of special value in nervous prostration and depraved nutrition; it stimulates the appetite and the digestion, promotes assimilation, and enters directly into the circulation with the food." I consider it a marvelous success in medicine." Every dose effective. "You cannot be disappointed in it." Sold by chemists.

5

## PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anæmia, Nervousness or Dyspepsia. Samples on application.

## ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO., Agents.

Hongkong, 13th December, 1909. [834]

## For Sale.

## FOR SALE.

A MERICAN BILLIARD TABLE (Nearly New).

Balls, Cues, Rest, all complete.

Apply to—

GEO. MCBAIN, No. 22, New Praya.

Hongkong, 24th November, 1909. [793]

## FOR SALE

AT

## GRACA &amp; CO.'S STORE,

47, DES VOEUX ROAD CENTRAL.

## DOLLS.

## TOM SMITH'S CRACKERS.

## TOYS.

## SWEETS.

## CHRISTMAS and NEW YEAR CARDS.

## ALBUMS.

## CHILDREN'S MAIL CARTS.

AND

A Variety of Articles suitable

for

## CHRISTMAS.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultant Free.

Hongkong, 29th June, 1909. [835]

## INSPECTION INVITED.

GRACA & CO.,

47, DES VOEUX ROAD CENTRAL.

66

28, Queen's Road.

Hongkong 6th December, 1909. [836]

## Consignees.

## BANK LINE, LIMITED.

## NOTICE TO CONSIGNEES.

## STEAMSHIP "AYMERIC."

FROM TACOMA, VANCOUVER, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED.

Agents.

Hongkong, 7th December, 1909. [10]

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## S.S. "BENLEDI."

FROM LEITH, MIDDLEBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 24th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 10th December, 1909. [836]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

**Intimation.**

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER  
MANUFACTURERS.

**SPECIALITIES :**

DRY GINGER ALE.

LIME FRUIT CHAM-  
PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

**PALATABLE  
AND  
REFRESHING.**

Watson's

**FRUIT SYRUPS**

mixed with aerated or plain water  
make excellent refreshing beverages.

Guaranteed to be made from the  
pure juice of sound ripe fruit.

**A. S. WATSON & CO.,  
LIMITED,**

HONGKONG and KOWLOON,

Hongkong, 15th July, 1909

(28)

BIRTH.—On December 7, 1909, at Shanghai, the wife of J. T. Ford, of daughter.

MARRIAGE.—On December 7, 1909, at Shanghai, Kenneth, son of Stephen Watson, of Birkenshead, to Kate Alice, daughter of the late William Sater and Mrs. Baker of Southsea, Hants.

**The Hongkong Telegraph**  
HONGKONG, TUESDAY, DECEMBER 14, 1909

**CANTON SELF-GOVERNMENT  
SOCIETY.**

By all appearances the last meeting of the Self-Government Society in Canton was of a very peaceable character and the members behaved themselves with that decorum and gravity which is expected of a body organised, without any authority whatever, to discuss matters of national or civic import.

If the officials of the Self-Government Society would abide by that attitude it is possible that in the future they might come to be recognised as a valuable source of unofficial opinion which could be drawn upon by the Provincial Government in times of difficulty not necessarily involving international questions.

As a matter of fact we hold that it is pure impertinence on the part of a self-constituted society of progressives, we will call them, to seek to interfere in the foreign affairs of the Imperial Government. Such conduct is only calculated to lead to irritation on the part of all concerned, and to handicap the diplomatic doings of the Chinese Government. If the society were to confine its exertions solely to the material improvement of the Provinces of Kwangtung and Kwangsi it would have quite enough to do, without embroiling and handicapping the Provincial Government in outside squabbles. What, for instance, does the average Cantonese member, no matter how travelled and experienced in diplomatic ways, know about conditions in Manchuria at the present time? To those who have been studying the subject it would seem as if no two opinions which can be reconciled are yet forthcoming. And yet the Self-Government Society of Canton in its egotism and unblushing assurance would adopt the role of Imperial Censor and denounce the action of an official, although they can have no reasons, for that action before them by which they would form an

accurate and reasonable judgment. Now, such pretensions on the part of a number of private individuals are not only foolish but they are imbecile, to say nothing of their being subversive of good order and good government. As for the letters which had been received denouncing the President of the Ministry of Foreign Affairs—well, there are always grumblers and detractors, for it is a trait of human nature that it is always more ready to deprecate than to praise. And what was the result of this academic discussion at the meeting of the Self-Government Society held the other day at Canton? It was resolved to "telegraph to the Chinese residing in foreign countries asking them to submit joint telegraphic petitions to the Imperial Government to urge the dismissal of H. H. Liang Tung Yen from his post." All we can say about that idea is that the shareholders of the telegraph companies are not likely to object to such a practical scheme which will put money in their pockets. But it is a sorry waste of hard cash, and an absurd proceeding from start to finish. Once upon a time, there existed in Hongkong, and perhaps it still exists, a society known as the Parliamentary Debating Club, if we remember aright, at whose meetings members boldly set out to solve the financial, commercial and social questions of the Colony in a single night. It did not affect the matter that such financial problems as those of subsidiary coinage, excessive mintage of silver, and methods of raising fresh revenue were taxing the deepest thought of the Colony's most talented advisers, who had to confess that they could not in many cases arrive at a solution which would not adversely affect the general interests of the community. Our amateur politicians brushed aside difficulties, as a housewife sweeps away cobwebs and settled everything to their own entire satisfaction in a couple of hours. Of course, it must have been all very amusing to the visitors and pleasant for the speakers to hear their resonant voices thundering out splendid periods about matters in regard to which they had formed definite, and irrefragable opinions, but best of all, it harmed nobody. It humoured the young generation and the Government could afford to smile at the earnestness of the orators. But in the case of the Self-Government Society of Canton, although it cannot claim a higher status than that occupied by the debating society here, real mischief may be caused on account of its active meddlesomeness in matters which they cannot possibly comprehend. That they could do much good in a small way by leading public opinion in the direction and keeping the Government in touch with the people we do not doubt for an instant, but, as it is, their capacity for evil is infinitely greater as the tendency appears to be more pronounced in the latter direction. So far as we can make out the only legitimate subject touched upon by the Society at its recent meeting was that dealing with the salt monopoly of Kwangtung. If the members stuck to such subjects they would prove of invaluable assistance to the state but when they dive into abstruse questions of diplomatic concern they are likely to become a danger to the peace of the province as well as a public nuisance. There is in every enlightened community a place for a body of citizens qualified to express an intelligent opinion on current affairs, and the sooner the Self-Government Society recognises that fact and limits its operations accordingly the better will it be for the members themselves and for Canton.

**LOCAL AND GENERAL.**

Mr. A. M. Esaboy, general merchant and commission agent, sends us a neat little pocket calendar for 1910.

BARON Mumm von Schwartzstein, German Ambassador to T'kio, who has been on tour in Europe, has returned to Japan.

MR. J. O. P. Bland arrived in Shanghai on Tuesday from Peking and, with Mrs. Bland, will remain there for several weeks (with a possible interval for an up-country trip) until their departure for England.

THE N. C. D. News is informed that Mr. M. J. Colicos, who is thirty-three years of age, was the oldest competitor in the recent walking competition at Shanghai; and will, therefore, take the prize given to the oldest competitor finishing within the time limit.

THE Korean Press raises various objections to the suggested amalgamation of Japan and Korea; and the matter arouses the derision of the Japanese papers at Seoul. The Korean Cabinet has decided to shelve the memorial dealing with the proposed amalgamation.

H.E. the Governor, accompanied by Capt. F. M. Taylor, A.D.C., and Sir Henry May, Colonial Secretary, this afternoon inspected members of the local Police Force in the Police compound. The men were under the command of Capt. Badley and there were also present Capt. F. W. Lyons and Mr. P. P. J. Wodehouse, Deputy Superintendents. The various units comprising the Force were put through various forms of drill, including firing exercises and the handling of arms, and at the conclusion of the inspection the Governor praised the smart appearance of the men. His Excellency then inspected the Police buildings and shortly afterwards left the headquarters. We understand that this is the first annual inspection of the Force by H.E. the Governor.

IN YUMATI DAY.

As stated above the *Prinz Ludwig* took up anchorage in the Company's buoy and remained moored to it throughout the forenoon. About two o'clock, however, it was decided to take the steamer round to Yau Ma Tei wharves

**N. D. L. "Prinz Ludwig."****FIRE ABOARD THE GERMAN MAIL.****CARGO OF SILK SMOKING.**

At an early hour this morning the German mail steamer *Prinz Ludwig* was in port with fire on board. The N. D. L. steamer was on the homeward voyage and her last port of departure was Shanghai. The voyage down from the northern port was wholly uneventful. The *Prinz Ludwig* was signalled from Weizhou at 6:30 a.m. and all was apparently well when the lighthouse was passed, but soon as she swung round Blackhead's Point smoke was discovered issuing through the ventilator. It was then that the first indication was seen of fire being smouldering in the ship's hold. While the vessel was steaming against the wind, it is surmised that the breeze kept down the smoke, but no sooner did she round the Point than there was unmistakable evidence that some portion of the cargo had by some means or other become ignited. The discovery was made about 7:30 a.m. and without any loss of time the fire signal, "NM," "I am on fire"—was run up and with the *Prinz Ludwig* steamed up to the German mail buoy.

**THE FIRE LOCATED.**

The energetic officers and crew of the mail boat at once proceeded to locate the seat of the fire which traced to the No. 3 hold in which is stowed cargo to the extent of some fourteen hundred tons, three hundred tons of that quantity being raw silk; the rest of the cargo is made up of some sort of seed in bags, old iron and miscellaneous merchandise. This batch extends right underneath the saloon, hence the difficulty experienced by the fire brigade and the naval contingent who are assisting in extinguishing the fire.

**FIREFLOAT TO THE RESCUE.**

As soon as the water police became apprised of the outbreak on board the German mail, the Central Station was at once communicated with. The information was passed on to the Fire Brigade Station. Without loss of time the men turned out under Deputy Superintendent P. P. J. Wodehouse and hastened to board the *Prinz Ludwig* on board the Colonial Government firefloat, which drew alongside the mailer about 8 a.m. Almost simultaneously the Admiralty's *Cherub* steamed to the assistance of the *Prinz Ludwig*. She too, had her contingent of firefighters from the Naval Yard.

**LLOYD'S SURVOR SUMMONED.**

As might have been expected Capt. Douglas, surveyor for the German concern for what is the equivalent of Lloyd's in England, was summoned by the local agents of the N. D. L. He, on behalf of the German registry, proceeded on board and conducted investigations also on behalf of the underwriters. Mr. John Lambert, Lloyd's surveyor in Hongkong, was also one of the first arrivals on board the *Prinz Ludwig*, and it is reasonable to conclude that Mr. Lambert will also have to draw up a report for submission to the ship's agents.

**FIREFLOAT AT WORK.**

The Colonial Government firefloat took up a position at the forward end of the bridge on the starboard side. With businesslike promptitude the brigade and the naval contingent started their powerful pumps agog. The hatchway was opened and about twenty streams were soon at play pouring down great volumes of water into the smouldering hold. At the time of our representative's visit to the ship, there were probably no less than twenty hoses at play—about a dozen three-inch and 7 or 8 4½ and 5-inch.

Owing to the nature of the cargo the fire is a smouldering one giving out absolutely no flames but a steady volume of smoke. Since the exact position where the fire originated among the hundreds of bales of silk could not be discovered, the firemen decided to flood the hold and in this task they experienced difficulty also. When a few hundred tons of water had been pumped into the hold, it was seen that the ship began to take a dangerous list to starboard, and the original plan of absolutely flooding the hold had to be temporarily stopped. Then the pumps had to be set into operation to discharge the water and so the ship righted again.

**FIREMEN'S DIFFICULTIES.**

The firemen's difficulties were further augmented by dense volumes of smoke which were ejected at times, positively blinding for a moment or two the men whose task at subduing the fire appeared to be a Herculean one. The members of the local Police Force as well as the Naval contingent were handicapped without the provision of fire-helmets, a want which to-day's experience will probably demonstrate to Government the necessity of making good without delay. Those who have watched operations on board are unanimous in their opinion that the local brigade to a man were rendering very efficient service and were doing everything that was possible for them to do. As illustrating the admirable equipment on board the German mail steamers, it may be mentioned that fire-helmets were served out to members of the ship's crew. With these attached to air-pipes they descended into the lower hold carrying with them two streams of six-inch hose which they played on the burning cargo of valuable silk. Apparently the fire had eaten its way into the farthest bale beyond reach of the pouring volume of water, for despite of the firemen's unremitting efforts, there appeared to be no sensible diminution in the density of the smoke by the fifth hour.

**A PRELIMINARY REPORT.**

From a preliminary report it was gathered that no serious damage is anticipated as a result of the fire up to the time of the forenoon observation, but these anticipations may have to be modified in the light of later information derived on board this afternoon.

**IN YUMATI DAY.**

As stated above the *Prinz Ludwig* took up anchorage in the Company's buoy and remained moored to it throughout the forenoon. About two o'clock, however, it was decided to take the steamer round to Yau Ma Tei wharves

the proceeded under her own steam. She ran safely on a bank in the bay—a commendable precaution dictated by a desire to provide for any eventualities.

**"NOT UNDER CONTROL."**

Up to 3:30 p.m. the *Prinz Ludwig* was in port with the flag N. M. indicating that she was on fire. But that signal was lowered at 3:30 p.m. when two black balls were hoisted. The latter signal denoted that the vessel was not under control.

**REPORTED LEAKING.**

As we go to press a report reaches us that the steamer is making very little water, probably due to a slight leak. We trust that the report may prove incorrect and the damage even though inconsiderable as far as the hull is concerned may prove to be of no moment at all.

**THE DAMAGE.**

Owing to the valuable nature of the smouldering cargo—raw silk from Japan and Shanghai—it is just possible that the underwriters may have to meet a large bill from damage by fire and water. Already reports are current as to the approximate amount of damage, but as they are purely guess work we do not care to hazard their mention until complete surveys fix the exact extent of the damage.

**THE PASSENGERS.**

on board appeared to be quite at ease watching operations in extinguishing the fire. Many were seen leaning over the rails while the firemen were combating the tenacious outbreak. The steamer will probably be dry-docked for survey for classification.

**THE LOSS OF THE "DAINI  
KISAKATA-MARU."****NUMBER OF THE LOST.**

An official telegram from the Dairén Civil Administrative Office to the Yamaguchi provincial Government gives the number of the crew of the *Daini Kisakata-maru* as 32 and that of the passengers as 24.

The bodies of people who went down with the steamer still continue to be washed up on the shore at Toyonishi and Shimengura, outside Shimoneuki Straits. Three of the bodies drifting to shore at Kutsunohama, says a Shimoneuki dispatch to the *Asahi*, attracted special attention on account of their well-dressed appearance. One of them was corporal and proved to be the remains of Captain Mochi, the master of the steamer. He was identified by articles found on the body, which consisted of a crystal seal, a gold watch with a photograph, and some money. Another proved to be the body of Mr. Kajimura Yoshimichi, of the Hakuto Yoko, a firm in Fushimimachi, Osaka. On the body Y. 1,230 in cash was found. The other remains were unidentified. Up to the morning of the 2nd instant 37 bodies were washed ashore. Among them was that of a young girl of 14 years, an adopted daughter of Wasabu Jimaburo, an iron worker of Dairen. Seven bodies have been identified as those of passengers and eight of the crew. From accessory circumstances, continues the dispatch, sometime seems to have elapsed before the steamer went down after stranding. The young girl whose body was washed up carried a saving bank pass-book, a watch, and other valuable articles, as well as documents tied to her body, all being wrapped in a handkerchief. A passenger, Oyano Sukechi by name, whose body also came ashore, had on his person a name-card which showed that he was a passenger, not a member of the crew.

*Japan Chronicle.*

**LEGISLATIVE COUNCIL.**

A meeting of the Legislative Council will be held on Thursday at 2:30 p.m. The following are the orders of the day:

**Financial Minutes. (Nos 57 and 58.)**

Report of the Finance Committee. (No. 20.) Resolutions under Section 2 of the Liquors Ordinance Amendment Ordinance No. 30 of 1909.

Third reading of the Bill entitled An Ordinance to amend the Stamp Ordinance, 1901.

Third reading of the Bill entitled An Ordinance to amend the Squatters Ordinance, 1890.

Third reading of the Bill entitled An Ordinance to amend the Liquor Licences Ordinance, 1908, and the Liquor Licences Extension Ordinance, 1908, and to repeal the Liquor Licences Amendment Ordinance, 1902.

**C. CLEMENTS,**

Clerk of Councils.

\* Will not be proceeded with at this meeting.

N.B.—A meeting of the Finance Committee will be held immediately after the Council.

On the 10th instant, the first commercial vessel flying the Chinese flag arrived in Manila since the American regime of the islands, and created quite a stir along the waterfront. The *Jakama*, in command of Captain Julian, with the dragon flag flying, passed Corregidor early and anchored in the inner harbour before nine o'clock in the forenoon. This steamer brought to Manila a full cargo of rice consigned to Ong Coping, the full amount being 30,000 piculs, which was brought at a charter price of 33 cents per picul, from Saigon. Five days were occupied in the trip over from the French port.

A WASHINGTON despatch of December 10 says: A cablegram from Santo Domingo reports the sounding of the bark *Jakama*, bound from Iloilo to Delaware Breakwater with a cargo of sugar. The captain alone was away. The *Jakama* was a four-masted bark of 3,664 net tons, of the Standard Oil Company's fleet, built in 1891, which sailed from Iloilo on April 26 with a full cargo of sugar for the Atlantic coast. The vessel was in command of Captain Nickerson, and her cargo of 30,000 piculs of sugar was supplied by W. F. Stevenson and Company, Ltd.

**A PRELIMINARY REPORT.**

From a preliminary report it was gathered that no serious damage is anticipated as a result of the fire up to the time of the forenoon observation, but these anticipations may have to be modified in the light of later information derived on board this afternoon.

**IN YUMATI DAY.**

As stated above the *Prinz Ludwig* took up

**THE BASEL MISSION SUIT.****PLAINTIFFS AWARDED \$2,000.**

Before the Acting Chief Justice in the Supreme Court this morning, the case was resumed in which the plaintiff in Hongkong of the Basel Evangelical-Missionary Society yesterday commenced an action in which they sought to recover from the Hongkong "Sheung Po" Company, Limited, and Hung Wa, editor-printer and publisher of the *Sheung Po*, the sum of \$10,000 as damages for an alleged libel contained in a certain article appearing in the *Sheung Po* in December last.

Mr. M. W. Slade, instructed by Mr. F. B. Deacon (of Messrs. Deacon, Looker and Deacon) appeared for the plaintiff and Sir Henry Berkeley, K.C., instructed by Mr. O. O Kong Sing, was for the defendants.

The following were the jury—Messrs. M. S. Northcott (foreman), A. Babington, W. A. Dowley, A. Bryer, A. J. David, H. P. White and A. G. Corder.

Sir Henry submitted that the plaintiffs had disclosed no case. In asking his Lordship to leave the case to the jury, Counsel submitted that under the powers of Sections 174 and 175 of the Code of Civil Procedure, his Lordship should dismiss the case then and there. It was his Lordship's duty to withdraw the case and dismiss the action,

**Telegrams.****"HONGKONG TELEGRAPH" SERVICE.****CHINESE IN DUTCH COLONIES.****MINISTER'S SOLICITUDE.**

(By courtesy of the "Sheung Po".)

Peking, 13th December.

The Chinese Minister to Holland has telegraphed to the Central Government asking that immediate steps should be taken for the protection of Chinese residents in the Dutch colonies, otherwise they will be compelled to become Dutch subjects.

**FINANCIAL SUPERVISORS.****TREASURERS' OBSTRUCTION.**

(By courtesy of the "Sheung Po".)

Peking, 13th December.

Most of the Financial Supervisors sent out by the Ministry of Finance have reported to the Ministry that the various Provincial treasurers have placed obstacles in their way.

The finance ministers are so incensed that it is proposed to memorialize the Throne to have the treasurers severely dealt with.

**CUSTOMS TAOTAI.****PROPOSED ABOLITION.**

(By courtesy of the "Sheung Po".)

Peking, 13th December.

It is proposed by the Central Government to abolish the posts of Customs Taotai.

**FOREIGN LOANS.****TIENTSIN CHAMBER OF COMMERCE PROPOSAL.**

(By courtesy of the "Sheung Po".)

Peking, 13th December.

The Chinese Chamber of Commerce at Tientsin has wired to the Chamber of Commerce in different Provinces asking for joint action in raising funds to pay off the foreign loans.

It is reported that the majority of the Chambers communicated with acquiesce in the scheme.

**ELLIS KADOURI PUBLIC SCHOOL FOR CHINESE.****ESTABLISHMENT IN SHANGHAI.**

The final correspondence between Mr. Kadourie and the Municipal Council, concerning the establishment of a Public School for Chinese in Sincz district, was published in the *Municipal Gazette* of this week, says the *Shang-hai Times*. It is interesting to note that the proposal has not only met with the approval of the Committee of the Public School for Chinese, but that it has also been endorsed by the Municipal Council.

It is proposed to erect a building from the contribution of £1,25,000 made by Mr. Kadourie, on land to be purchased from Municipal funds. The justification for the establishment of a second school is the present crowded condition of the Public School for Chinese on Elgin Road. This school can accommodate about 400 pupils, but has applications from many more than this number. Situated at such a distance from Sincz, the present school can draw but few pupils from that district. There can be but little doubt that the proposed Kadourie School will be filled from the day of opening, as there is already an existing school in Sincz supported by Mr. Kadourie, of which Mr. Dowis is the Head Master, which has more than 200 pupils enrolled. The extension of public education for Chinese in the Settlement must command itself to an enlightened public opinion, as the Chinese population pays the larger proportion of taxes. It was explicitly stated, when the present Public School was projected, that it was but the beginning of a system of schools for Chinese in the Settlement, and it is satisfactory to notice that the Council is continuing to carry out the work begun several years ago. Mr. Kadourie's generous offer will meet with the genuine appreciation of the ratepayers.

**COMMERCIAL.**

4 p.m.

Following are further alterations in Messrs. E. S. Kadourie & Co.'s share list to-day:

Shanghai Docks.....£1,711 sales  
Hongkong Wharfs.....128 sales  
Chinese Engineering.....10,30 sales  
Sumstrats.....117 buyers  
Ewos.....135 sellers  
Laagkats.....810 buyers  
Tanks Sagoes (minimun).....348 sales

**H. E. ADMIRAL SHEBRE.****LANDING THIS MORNING.**

Shortly after 10.30 this morning a guard of honour composed of one company of The "Buffs" was drawn up at Blake Pier to receive the American Admiral on landing. A little before 11 a.m. the U.S. flagship's pinnace left the *West Virginia* and made for Blake Pier. On landing, a salute was fired at the Kowloon Signal Station. The Admiral was received at the pier by Capt. P. H. M. Taylor, A.D.C. to the Governor, and the American Consul. After inspecting the guard, the Admiral and party proceeded in chairs to Government House.

**CORRESPONDENCE.****TASMANIA'S NORTH-WEST COAST.****ITS IMMENSE POSSIBILITIES.**

To the Editor of the "HONGKONG TELEGRAPH": Sir,—How many people in your state are aware of the immense possibilities of this compact and fertile island? Not much inferior in size to Ireland, it contains a handful of 185,000 people, who occupy the territory rich in minerals, blessed with a lovely climate, endowed with rare charm of landscape, where snow-covered peaks filled their counterpart in limpid streams that flow when the snow melts in the months of early summer, and wind amongst vernal valleys over which one tint of green merely replaces another to mark the seasonal change. What you will ask has to do with the cause of keeping such an Elysium in the background? What has given Tasmania, the green island set in the southern seas, the title of the "Cinderella" of the states of Australia? Well, one reason is the fact that we have not been assisted by any great mineral booms such as Australia has; nor do we possess millions of acres of grassy plains to dispose of as in the case of Queensland.

The midas that will transmute Tasmania's mineral wealth into gold is the energy of the diligent prospector, the patient miner, the skilled metallurgist, and the enterprising capitalist. All these various factors or phases and energy we have, but more is wanted, especially more capital for the development of this land of minerals—gold, lead, silver, tin, copper, wolfram, bismuth, etc. Again the grassy plains of Australia finds their counterpart here in chocolate soil of unsurpassed fertility, but nature guards her treasure from the hands of the unworthy by a mantle of timber—often valuable timber—hardwood being preferred to pine for building purposes. This mantle which impedes settlement is now being removed from the agricultural paradise, par excellence of Tasmania—the potential North-West Coast.

With the area of progressive legislation, which at last is dawning on Tasmania, I trust with the pending state elections, this state, and particularly the richly endowed North-West corner of it will, like Hope personified, spring "exulting on triumphant wings."

There is in short to the enterprising settler, whether he be of large, moderate or small means, a vista of comfortable and congenial existence opening out if he will "step this way please."

Believing as I do in the future of Australia, and in Tasmania's North-West Coast in particular, I would deem it a special favour if allowed to advance through your columns some facts for intending settlers. In the first place, let me say that the North-West Coast is studded with growing towns—Devonport, from which town I write, is the commercial entrepot of the North-West, and the outlet for the increasing production from land valued at £3,000,000. Last year over half a million pounds worth of produce was exported to Sydney and other Australian ports. Devonport is a fine town of over 4,000 inhabitants, lighted with electricity, and possessing every modern convenience. Its harbour is an excellent one, and over £100,000 has been spent improving it. Vessels of over 8,000 tons register have found accommodation here, and twice a week a vessel drawing 16 ft. the *Onward* trades between Devonport and Melbourne. While every week two produce boats of similar draft ship produce from Devonport to Sydney taking large cargoes. Up to 40,000 bags of potatoes a week are shipped to Sydney from the North-West Coast ports, of which Devonport is the chief.

Now for a few figures:—We produced in 1906-7 the great quantity of 181,000 tons of potatoes, the average yield being 51 tons per acre, about twice the Victorian average. We grew last year 1,500,000 bushels of oats, yielding on the average—that is the good with the bad—18 bushels per acre; the previous year the average was 36 bushels per acre. Our barley crop averages up to 32 bushels per acre; wheat up to 27 bushels per acre; which please compare with 7 and 10 bushels average on the mainland. Our apple production exceeds a million bushels yearly. Evidently all that Tasmania requires to be made wealthy is increased production, which can be ensured by the introduction of practical agriculturists of some capital and abounding energy.

Free selection holds in Tasmania, and over 100,000 acres are alienated every year. Orchard land and land suitable for potato or dairy farms can be secured in the Devonport district within easy reach of railways, roads, and the best produce market in Australia for the farmer, seller to dispose of his produce in.

While the potato producing capabilities of the North-West Coast soil have an Australian wide reputation, the Mersey valley, inland from Devonport, is becoming to be regarded as the most prolific fruit region in Tasmania, which is saying much. Until lately orcharding was confined to the south of the island, where the vast and increasing production has given Tasmania the title of the "Appleland." But the Mersey valley is now being planted out with the best results. Thousands of acres of suitable orchard land are still available in this part of Tasmania at low prices, and the Government fruit exports advice is that the soil—with a good clayey subsoil—and the climate and aspect are all that can be desired. The over sea fruit market is one of unlimited possibilities, and cannot be overdone. I would be pleased to give any further information to intending settlers.—Yours, etc.,

P. MOURANT, Devonport, Tasmania.

**FIRE AT SHANGHAI.****GODOWN COMPLETELY DESTROYED.**

At about one o'clock yesterday morning, reports the *N. C. News* of 11th inst., a fire broke out in an unoccupied house at Footung. The flames had obtained a strong hold when the native brigade arrived, but the firemen, with the assistance of a number of River Police and native constables, quickly got to work, and before long the outbreak was subdued. The building was seriously damaged.

After the firemen had left the scene, flames were seen at about four o'clock shooting through the roof of Messrs. Mackenzie & Co.'s godown, which is situated about a hundred yards from the building which had been on fire. Mr. Kenneth Campbell, the engineer in charge of the godown, made the discovery, and gave the alarm. The brigade turned out again, but their appliances were altogether inadequate, and the services of the Customs and Municipal fire boats were sought. The floats arrived at the wharf at about five o'clock within a few minutes of each other, and long lines of hose were run out. As soon as steam was up water was pumped on to the burning mass of raw cotton, which was stored in the godown, at the rate of 1,000 gallons per minute. Notwithstanding this heavy volume of water, the flames continued to shoot upwards. Soon the roof fell in with a thud, and the flames rose higher, and myriads of sparks flew into the air. The firemen continued to pour water over the high walls and through the broken windows, but no appreciable diminution of the blaze was apparent. At about six o'clock the wall on the northern side fell outwards with a resounding crash, and the hiatus was filled with flames. Fortunately, no one was within the dangerous zone when the wall fell. Shortly afterwards the north-eastern corner cracked and, swaying for a few seconds, fell out with a loud crash. The warning given was noticed, for a foreigner and a native member of the fire brigade had raced to safety in the nick of time. Portions of the wall continued to fail at intervals, and late yesterday afternoon not one was intact. A section on the northern side was bulging dangerously, and as it looked as if were going to fall at any moment, men were told off to prevent any one from getting too close to the front wall. The front wall was cracked to an alarming manner, and smoke was pouring through the crevices. The afternoon was well advanced before the flames were in part subdued, and then gave way to dense volumes of bluish smoke, which found its way into the eyes and throats of the firemen and considerably hampered them. As the day wore on the effects of the many tons of water that had been poured into the smouldering mass became more apparent, and the smoke lost much of its density, but it is not anticipated that the fire, which was still burning in the early hours of this morning, will be completely extinguished for a day or two.

As soon as it became safe to do so, a large corps of coolies was set to work to convey the wet cotton to a safe spot some fifty yards away from the godown. By this means it is hoped that the loss will be reduced, and although it is a very slow process, it is considered to be the quickest and surest way of quelling the outbreak. How the fire originated in the unoccupied house is not known, but it is supposed that some beggars had sought refuge there from the cold, and lit a fire, which got beyond control, and set fire to the wooden fittings. How the godown became affected is also mysterious but in this case, too, a theory is advanced. It is believed that sparks from the fire at the unoccupied house flew towards the godown, found an entrance under the eaves, and lodged among the bales of raw cotton. As is well-known cotton is a material that easily smoulders for a long period before bursting into flame, and this would account for the interval between the two outbreaks. All this, of course, is merely supposition, but the godown, which contains three storeys, is a modern structure. It has fireproof doors and barred windows which are sealed by iron shutters. The godown was originally a one-storeyed building occupied by the China Merchants' S. N. Co., but about twelve months ago it was enlarged and completely re-modelled for Messrs. Mackenzie & Co., and brought up to date. The building is of brick with an iron roof, and it is hard to see how sparks could have found their way among the contents in any other manner than that suggested. The building was insured with the London and Lancashire Fire Insurance Co., Ltd.

The godown was used chiefly for the storage of raw cotton, which after being pressed was shipped by the owners. The value of the contents is estimated at about half a million tons, and the damage done is assessed approximately at about three lacs of taels. The contents were the property of many owners, but it is believed that each lot was covered by insurance.

Fortunately, the machinery used in pressing the cotton was situated at another godown, which will reduce considerably the inconvenience caused by the fire.

The "saw" must be regarded as a good one, for "B" godown which is separated from the burnt building by a twenty-five passage, remained intact, and the small godown lately used by the Vacuum Oil Co., which is situated about the midway between the burnt godown and the house in which the fire first broke out, was also unaffected.

The River Police, under the supervision of Inspector Mellows, the Pootung Magistrate, the employees of the International Cotton Mill, and the many residents who ably assisted the firemen, must be thanked for the assistance that they gave to the firemen in the trying circumstances.

MOUNT Asama, a volcanic peak in the Prefecture of Nagano, Japan, was in eruption on the 7th inst. The rumbling of the outbreak was heard in Tokio. An outflow of molten lava set fire to forest near the mountain and dark smoke and volcanic dust cover the neighbouring districts.

**THE OPIUM QUESTION.**

Final reports of the Straits Settlement Dinner, which was held on November 16, show that the opium question was the subject of the more important speeches. Sir Frank Swettenham, G.C.M.G., who presided, said *inter alia* that there was reason to fear that the prosperity of British Malaya had been checked, as trade and revenue were shrinking, the opium firm had been abolished and a new and costly system had been introduced, which would yield less and was intended ultimately to suppress the consumption of opium. The Chairman closed:

I should have preferred to omit all reference to the opium question, but that course is impossible, for the opium farms are situated half the revenue, and we, who hitherto have regarded the Colony's continued prosperity as a practical certainty, naturally ask what will take the place of the opium revenue when the consumption of the drug has been absolutely abolished.

**THE POLICY OF THE GOVERNMENT.**

The tacit challenge to reassure colonists given by the Chairman was accepted by Colonel Seely, who said:

Well, then, apart from a certain anxiety as to the loss in trade itself, your distinguished Chairman touched upon a loss in revenue. I have heard a rumour that there has been a similar loss in revenue even in this country, and that we have had to take measures to make up the deficit.

The loss in the revenue of our Eastern dependencies has been caused, as in every country of the world without exception, by a momentary slackening of trade. It has also, no doubt, been caused by the Opium policy to which you referred, Sir Frank. . . . There is no desire on the part of His Majesty's Government, or anyone in this country in a responsible position, to impose upon people in our Eastern dependencies a morality of their own conception which costs them nothing, which will only flatter their own consciences. That is a thing of the past.

There is no such desire. We only wish to see facts as they are, and to administer countries, if we can, for the good of the inhabitants.

Our closest ally is Japan. We are brought into close touch with Japan. We hear all that Japan does. Well, now, we know in the case of Japan that they regard the abuse of the opium-habit as so serious that they impose the severest, we should call them savage, penalties upon any Japanese not only who uses the drug, but who is found in possession of the drug. They are a people of great capacity, probably the greatest in the East, they are a people of great self-restraint, they are a people very successful in hard arbitration of war, and one cannot suppose that all Japan's wise statesmen without exception would take this course unless there were something in the view. This was what impressed His Majesty's Government, and when he found that the inhabitants of China were of the same mind and wished to check an abuse, not only His Majesty's Government but I would say to you, Sir Frank, men of all parties—Mr. Alfred Lyttelton, Mr. Balfour, the Irish party, Sir Thomas, the Labour—men of all shades of opinion said,

"Well, at least we cannot lag behind; we must not check what wise men in the East believe to be a good move; all we can do is to try and direct it into wise channels." And I stand here to say that we know that in trying to check the abuse of a habit which undoubtedly has caused racial degeneration in some quarters of the globe, not only that we shall have with us, but we have got already with us all the best thought of the men on the spot who wish to see by gradual means and with the least possible disturbance the elimination of what may be a gross abuse. I put it no higher than that. I say that we cannot cure an evil all at once. I do not for a moment suggest that you should impose a self-denying ordinance which should induce Sir Frank Swettenham and me to retire to some lonely moor to drink water and eat vegetables, but I do say that we shall carry with us the opinion of everyone here in trying on wise lines to prevent the expansion of the abuse of a habit which may cause grave injury to the inhabitants of a country over which the King holds sway.

**Events Coming.**

Wednesday, 15th December. *South China Morning Post, Ltd.*, Annual Meeting, in the Offices of Dr. Noble, Bank Building, Noon. Hughes and Hough, Furniture sale, 2.30 p.m.

Friday, 17th December. Geo. P. Lammert, Chinese Curios sale, 2.30 p.m.

Saturday, 18th December. A. A. Sports Meeting, Kowloon Track. Geo. P. Lammert, Chibdes' Curios sale, 2.30 p.m. Hughes and Hough, X'mas Toys sale, 2.30 p.m. Buffs Gymkhana, on the Polo Ground, 2.30 p.m.

Sunday, 19th December. Catholic Union Bazaar, from 4 p.m. to 8 p.m.

Monday, 20th December. Hughes and Hough High Class English Jewelry sale, 11 a.m. Geo. P. Lammert, Fancy Goods sale, 2.30 p.m.

Wednesday 22nd December. St. Joseph's English College, distribution of prizes, by His Excellency the Governor, 4.30 p.m.

Friday, 24th December. Boxing at City Hall.

Saturday, 25th December. Public Holiday.

Tuesday, 28th December. Hughes and Hough, Auction sale of Sundries, etc., at H.M. Naval Establishment, 10 a.m.

Wednesday, 29th December.

H. Price & Co., Ltd., Auction sale of Sundries, etc., at H.M. Naval Establishment, 10 a.m.

Wednesday, 29th December.

**To-day's Advertisements.****ST. JOHN AMBULANCE ASSOCIATION.**

LADIES wishing to attend classes in FIRST AID or HOME NURSING are requested to send in their names to the Hon. Secretary (Rev. F. T. Johnson), St. John's Cathedral, before WEDNESDAY, December 22nd.

Hongkong, 14th December, 1900. [839]

**FROM EUROPE.****THE H. A. L. Steamship****"SCANDIA,"**

Captain v. Döhren, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed

## Shipping—Steamers.

CANADIAN PACIFIC  
RAILWAY CO.'S

Royal Mail Steamship Line.

## "EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of

12 DAYS YOKOHAMA TO VANCUGVER, 21 DAYS HONGKONG TO VANCUGVER

SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.

"EMPERESS OF JAPAN"

SATURDAY, JAN. 1ST. "CHARTER"

"EMPERESS OF CHINA"

SATURDAY, JAN. 29TH. "EMPERESS OF IRELAND"

"MONTEAGLE"

TUESDAY, FEB. 15TH. "EMPERESS OF IRELAND"

"EMPERESS OF INDIA"

SATURDAY, FEB. 26TH. "EMPERESS OF IRELAND"

"EMPERESS OF CHINA"

SATURDAY, APRIL 23RD. "EMPERESS OF IRELAND"

"Empress" Steamer will depart from Hongkong at 7 a.m.

"Montague"

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line). \$71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Glass" of Saloon Passengers (termed intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to

W. ORADDICK, General Manager,

Corner Fender Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LTD.

## (PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI via NINGPO	WOSANG	FRIDAY, 17th Dec., 2 P.M.
MANILA	YUENSANG	FRIDAY, 17th Dec., 4 P.M.
SHANGHAI	CHOYSANG	SUNDAY, 19th Dec., 4 P.M.
CHENGFO & WEIHAIWEI	CHIPSING	TUESDAY, 21st Dec., 4 P.M.
SINGAPORE, SAMARANG & STAYA FOOSHUNG	WOSANG	TUESDAY, 21st Dec., 4 P.M.
MANILA	LOONGSANG	FRIDAY, 24th Dec., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	KUTSANG	SUNDAY, 26th Dec., 4 P.M.
SGAPORE, PENANG & CALCUTTA	NAMSANG	THURSDAY, 6th Jan., Noon.

## RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kuttsang*, *Namsang* and *Koekong* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo or, through Bills of Lading to Yangtze Ports, Chaofoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LTD.,

Telephone No. 61, Hongkong, 14th December, 1909.

General Manager

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## CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL
SAMARANG	"SHANTUNG" ...	15th Dec., Daylight.
HOIHOW & HAIPHONG	"YUNNAN" ...	15th 10 A.M.
SGAPORE, SAMARANG & SOURABAYA	"HUICHOW" ...	15th 2 P.M.
SHANGHAI	"CEKNAH" ...	16th 4 P.M.
TSINGTAU, WEIHAIWEI & CHEFOO	"LIANGCHOW" ...	16th 4 P.M.
SHANGHAI	"ANHUI" ...	16th Daylight.
MANILA	"TEAN" ...	17th 2 P.M.
SHANGHAI	"LINAN" ...	17th 4 P.M.
MANILA, ZAMBOANGA and USUAL	"CHINHUA" ...	17th Daylight.
AUSTRALIAN PORTS	"CHANGSHA" ...	18th Jan., 4 P.M.
REDUCED SALOON FEES, single and return, to Manila and Australian Ports.		
DIRECT SAILING TO WEST RIVER. Twice Weekly.		
S.S. "LINTAN" and S.S. "SANUL."		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State rooms. A duly qualified Doctor is carried. REDUCED FARES. Gages booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State rooms and Dining Saloon.

## SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenan*, *Linan*, *Chindia*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo or through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWINEY,

AGENTS.

Telephone No. 26, Hongkong, 14th December, 1909.

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## HONGKONG—MANILA.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For.	Sailing Date.
ZAFIRO	850	R. Rodger	MANILA	SATURDAY, 18th Dec., at Noon.
RUBI	850	R. W. Almond	"	FRI. 24th Dec., 12 P.M.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS.

Hongkong, 14th December, 1909.

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## SHEWAN TOMES &amp; CO.

GENERAL MANAGERS.

Hongkong, 14th December, 1909.

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GENERAL MANAGERS.

Hongkong, 14th December, 1909.

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**Mail.****THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

**STEAM.**  
FOR  
STRAITS, Ceylon, Australia, India,  
Aden, Egypt, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.  
(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)

T. J. Steamer.

**"DELTA."**

Captain B. W. H. Snow, carrying His Majesty's Mail, will be dispatched from this for BOOMBAV, &c., on SATURDAY, the 25th December, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. More, 11,000 tons, from Colombo. Passengers' accommodation is which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo, into the Mail steamer proceeding direct to Marseilles and London. Other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. Delta; due in London on 19th February, 1910.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to  
**E. A. HEWETT,**  
Superintendent.

Hongkong, 13th December, 1909.

**COMMERCIAL.****TO-DAY'S EXCHANGE.**

Selling.

London—Bank T.T.	105/16
Do. demand	101/98
Do. 4 months' sight	105/9/16
France—Bank T.T.	2.24
America—Bank T.T.	43
Germany—Bank T.T.	1.81
India T.T.	1.32
Do. demand	1.32
Shanghai—Bank T.T.	.75
Singapore—Bank T.T. per H.K. \$100	.75
Japan—Bank T.T.	.87
Java—Bank T.T.	1.07
Buying.	
4 months' sight L/C	1.08
6 months' sight L/C	1.08
20 days' sight San Francisco & New York	4.42
4 months' sight do.	4.58
90 days' sight Sydney & Melbourne	1.10
4 months' sight France	2.28
6 months' sight	2.30
4 months' sight Germany	1.86
Bar Silver	24 S/16
Bank of England rate	4%
Sovereign	11.18

**SHIPPING AND MAILS.****MAILS DUE.**

German (Bustow) 16th inst.  
Indian (Catherine Apcar) 17th inst.

French (Octavian) 20th inst.

Indian (Kutang) 22nd inst.

The P. & O. S. N. Co.'s s.s. Syria left Singapore for this port on 13th inst., at 5.30 p.m., and is due here on 19th inst., at 4 p.m.

The M. M. Co.'s s.s. Octavian with French Mails of the 21st ult., and mails from London of the 20th ult., left Singapore to-day, at 5 a.m., via Saigon, and is expected to arrive here on 20th inst., and will leave for Shanghai and Japan on the same afternoon.

**Shipping.**

Arrived.

Eastern, Br. s.s., 4,000, W. G. McArthur, 13th Dec.—Melbourne 10th Nov., Sydney 20th, and Manila 1st Dec., Gen.—G. L. & Co.

Zafiro, Br. s.s., 1,678, R. Rodger, 13th Dec.—Manila 11th Dec., Hemp and Gen.—S. T. & Co.

Slesia, Ger. s.s., 2,845, C. von Hoff, 13th Dec.—Shanghai 1st Dec., Gen.—H. A. L.

Glenstag, Br. s.s., 2,394, Paddie, 13th Dec.—Singapore 7th Dec., Gen.—Chinese.

Indramayo, Br. s.s., 3,500, E. Thirkell, 13th Dec.—Shanghai 13th Dec., Gen.—S. T. & Co.

Nora, Br. s.s., 4,179, G. Phillips, 14th Dec.—Yokohama 1st Dec., Gen.—P. & O. S. N. Co.

Friese Ludwig, Ger. s.s., 5,703, F. von Binsz, 14th Dec.—Yokohama 5th Dec., Mails and Gen.—M. & Co.

Wingtang, Br. s.s., 1,537, I. M. Smith, 14th Dec.—Canton 13th Dec., Gen.—J. M. & Co.

Yochow, Br. s.s., 1,306, H. A. Warrell, 14th Dec.—Canton 13th Dec., Gen.—B. & C.

Halmus, Br. s.s., 3,30, J. W. Evans, 14th Dec.—Swatow 13th Dec., Gen.—D. L. & Co.

China, Am. s.s., 3,186, D. E. Frisbie, 14th Dec.—San Francisco 6th Dec., Honolulu 23rd, Yokohama 16th Nov., Manila 20th, November—Henderson, Belvoir, Ballon, Sternor, Atholl, Nitcombe, Schuyler, Titan, 26th November—Suraya, Persia, Balow, Hakata Maru, P. R. Lufthof, Oceanus, Taupo Maru, Yunnan—30th November—Brasilia, Alborg, Glenavon, Glamorgan, 3rd December—Tranquillar, Vorwärts, Antwerp, St. George, Somal, Sumatra, Tournay, Thessaloniki, 7th December—Dirfingen, Buxvorlich, Carnarvonshire, Liberia, Prima, 10th December—Austrasrama, Präsident Alice, Nora.

Arrivals at Home—16th November—Macau, Drimallan, Sparta, Tydus, 10th November—Antwerp, Kanawha, Maru, Glencairn, Montrose, 2nd November—Nile, 3rd November—Milan, 30th November—Miyakai Maru, Aragona, Indrawati, Sydney, Hudson, 30th November—Milan, 1st December—P.R. Lufthof, Titan, C. K. Reid, 1st December—Clyde, 7th December—Cathay, Bindon, Hebe Maru, 10th December—Glamorganshire, Indrapura, Nitcom, 11th December—Tunney.

Patchaburi, Ger. s.s., 1,73, C. Gosewich, 14th Dec.—Bangkok 4th Dec., and Swatow 1st, Rice and Meal—B. & S.

Clearance, at the Harbour Office.  
Kwongtung, for Swatow.  
Wingtang, for Shanghai.  
Canton, for Saigon.  
Tsimshing, for Manila.  
Hilipong, for Swatow.  
Toufan, for S. tow.  
Prince Ludwik, for Singapore.  
Songklang, for Amoy.  
Nora, for Singapore.  
Chyuan, for Canton.  
Samson, for Bangkok.  
Shantung, for Samarang.  
Scandia, for Shanghai.

Departures  
Dec. 14.  
Decauville, for Singapore.  
Klingching, for Chinkiang.  
Idomeni, for Newchwang.  
Hongkong, for Amoy.  
Human, for Canton.  
Chiyan, for Canton.  
Kwongtung, for Shanghai.  
Tsimshing, for Manila.  
Toufan, for Swatow.  
Quarta, for Saigon.  
Hilipong, for Coast Ports.  
Suikhang, for Cebu.  
Stella, for Colombo.

Passengers arrived.

Per Nora, from Yokohama for London—Mr. and Mrs. Butler, Rev. and Mrs. Paton, for Colombo—Mr. J. E. Hope, from Shanghai for London—Mr. and Mrs. Wildin, infant and 2 children, and Mr. Hill, for Hongkong—Mrs. Getty.

Per Eastern, from Australian Ports—Major E. M. Norton, Misses F. B. Randall, R. H. Atson, A. Seabrook, A. McEwan, Mrs. Clue, Mrs. Lu Chang, Messrs. F. Kruger, Edmundo Carlos Carlos, Jose Augusto Fernandes, Jose Passos, Susas, Annibale Perera de Fonseca, Autoias Mil Honens Correa, Jose Marcelino de Compos, Antonio de Jesus Beraria, J. N. Sinclair, Lieut. and Mrs. Gruber, Mrs. W. A. Glassford, Mr. J. Irwin and child, Mr. and Mrs. C. J. Ross, Miss Vida Rossi, Mrs. A. Torrey, Dr. J. V. Tormy, Dr. and Mrs. E. T. Tappy, Messrs. A. M. Evans, H. B. Reibe, N. Buckland, S. Bojarragni, F. Beiram, Mrs. and Miss Nelson, infant and amah, Messrs. S. Emanuel, J. C. Evans and Odette.

Per Prince Ludwik, for Hongkong from Yokohama—Mr. A. V. Mitchell, Capt. R. H. G. Keeton, Mrs. Mitchell and daughter, Miss Further, Messrs. Cha Ying Che and Choi Pak Yeung, from Kobe—Mr. and Mrs. I. van der Huk, Mrs. Wm. Bruyn van der Kuyler, Messrs. Ching Yu Lun, Lee Sui, Ho Min Nam and Li Chuk Yee, from Nagasaki—Mr. M. Nakashima, from Shanghai—Mr. F. B. Marshall, Mrs. Konsul Dr. Rosler, Mr. P. Forrus, Mrs. Leary Yury Kuna, daughter and servant, Mrs. Ellis Kadourie, Mrs. C. G. Bolte and lady, Mr. and Mrs. Remusat, Mr. and Mrs. G. E. Schelling, Mr. F. W. Flies, Mrs. Miller, Mrs. S. D. Gordon, Mrs. J. Shawson, Mr. and Master Lucky, Messrs. J. W. Hendrick, McDoblin, Miss J. Ivel, Messrs. F. Morgan, K. Suzuki and 4 Chinese.

Per China, from San Francisco, &c.—Mrs. L. Reynolds, Capt. and Mrs. M. McClelland, Misses L. A. Fran, Kally, Misses Fuller, Messrs. E. J. Kappeler, A. L. Marshall, Mr. and Mrs. Barkley, Mr. J. F. Younger, Miss E. Millar, A. Millar, Rev. and Mrs. Rodgers, Mr. and Mrs. G. E. Schelling, Mr. F. W. Flies, Mrs. Miller, Mrs. S. D. Gordon, Mrs. J. Shawson, Mr. and Master Lucky, Messrs. J. W. Hendrick, McDoblin, Miss J. Ivel, Messrs. F. Morgan, K. Suzuki and 4 Chinese.

Per Comet, from New York, Petroleum—S. O. Co., J. E. Kappeler, A. L. Marshall, Misses L. A. Fran, Kally, Misses Fuller, Messrs. E. J. Kappeler, A. L. Marshall, Mr. and Mrs. Barkley, Mr. J. F. Younger, Miss E. Millar, A. Millar, Rev. and Mrs. Rodgers, Mr. and Mrs. G. E. Schelling, Mr. F. W. Flies, Mrs. Miller, Mrs. S. D. Gordon, Mrs. J. Shawson, Mr. and Master Lucky, Messrs. J. W. Hendrick, McDoblin, Miss J. Ivel, Messrs. F. Morgan, K. Suzuki and 4 Chinese.

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Per Comet, from New York, Petroleum—S. O. Co

## SHARE QUOTATIONS.

Supplied by Messrs. H. S. Kadoorie &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALVE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND:	APPROXIMATE RETURN AT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,100,000 \$15,000 \$250,000	\$2,000,819	{ Interim of £2 for account 1909 @ ex 1/9 = \$21.72	4 %	{ \$997 London 592
National Bank of China, Limited	90,025	7	.66	{ £4,000 \$3,400	530,552	5s (London 5/6) for 1905	...	565 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,600,000 \$254,383 \$202,791 \$185,000	n/a	10s for 1908	7 %	\$150 sellers
North China Insurance Company, Limited	10,000	15	.55	{ Tls. 150,000 Tls. 106,747 Tls. 118,377	Tls. 160,512	Interim of 7/6 for 1908	51 %	Tls. 115 buyers
Union Insurance Society of Canton	12,400	\$150	\$100	{ \$1,000,000 \$1,18,148 \$105,249 \$682,609	\$2,464,902	{ Final of \$17 making \$47 for 1907 and Interim of \$30 for 1908	51 %	\$895 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$204,405 \$199,264	537,637	5s and bonus 5s for 1907	7 %	\$225 sellers
FIRE INSURANCES.								
China Fire Insurance Company	70,000	\$100	\$20	{ \$1,000,000 \$100,000 \$148,681 \$130,802	3375,341	16 and bonus 5s for 1907	7 %	\$118 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	{ \$1,43,171	1,667,711	27/- for 1907	71 %	\$375 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$15	\$15	{ \$1,000 \$10,000 \$100,000	51,035	5s for 1906	...	58 sellers
Douglas' Steamship Company, Limited	20,000	\$50	\$50	{ Nil.	Nil.	21 for year ending 30.3.1908	...	\$33
Hongkong, Canton &acao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$1,000 \$10,000 \$100,000	531,178	Interim of 5/- for account 1909	78 %	\$31. 5s. and b.
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £10,000 £20,000	413,755	{ 6/- for 1907 on Preferred shares only @ ex 1/9 11/16 = \$3. 15/-	...	560 buyers
Do. Do. (Deferred)	60,000	£5	£5	{ £10,000 £20,000	408,871	{ Final of 5/- for 1908 and Interim of 7/- for a/c 1909	...	68/- buyers
"Steel" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £10,000 £100,000	531,471	5/- for 1909	4 %	\$26 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$1,000 \$10,000	531,471	{ \$0.50/- for year ending 10.4.1909	31 %	\$14
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$150,000 \$15,848	Dr. - \$1,558	\$5 for year ending 31.12.08	32 %	\$160 sellers
Luzon Sugar Refining Company, Limited	7,000	5	\$100	{ none	Dr. \$135,801	5s for 1907	...	\$21 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 5	{ Tls. 100,000	Tls. 6,02	Tls. 10 for year ending 31.8.9	...	Tls. 345 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £175,000 £16,284	£1,42	Final of 1/6 making 3/- for 1909	7 %	Tls. 10.50 sellers
Raub-Australian Gold Mining Company, Limited	150,000	£1	£1	{ £10,000 £1	£4.11	No. 12 of 1/- = 48 cents	...	\$74 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$1,000	Dr. \$7,681	\$1.75 for year ending 31.1.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	{ \$50,000 \$16,806 \$16,000	510,102	None	...	561/2 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	{ \$22,000 Tls. 1,00,000	5345,162	Interim of \$1/- for account 1909	...	552 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 607,327 Tls. 1,0,000	Tls. 6,45	Final of Tls. 4/- for year ending 30.4.09	61 %	Tls. 77 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 10	Tls. 100	{ Tls. 185,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 130 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 12	Tls. 100	{ Tls. 15,000 \$15	Tls. 4,134	...		
Central Stores, Limited	50,123	\$15	\$10	{ \$1,000 \$15	\$24,044	5/- for year ending 20.2.09	51 %	Tls. 105 buyers
Hongkong Hotel Company, Limited	12,000	\$5	\$15	{ \$1,000 \$15	\$1,0372	5/- on old and 60 cents on first new issue	...	\$17 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	{ \$1,000 \$10	\$26,473	Interim of \$2.40 on old and 40 cents on new shares for account 1909	...	\$75 sales
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	{ \$1,000 \$10	\$5,486	Interim of 3/- for account 1909	61 %	\$431 new h.
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ \$1,000 \$10	\$78	60 cents for 1908	71 %	\$102 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,539,045 Tls. 500,000	51,035	5/- for 1908	5 %	\$30 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ Tls. 500,000 none	51,035	Interim of Tls. 3 for account 1909	61 %	Tls. 120 sellers
...						-Interim of 5/- for account 1909	81 %	\$44 buyers
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	{ Tls. 30,000 Tls. 40,998	51,035	5/- for year ending 31.10.09	51 %	Tls. 134 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$10	{ none	59,553	50 cents for year ending 31.7.08	...	\$62 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 500,000	51,035	Tls. 71 for year ending 30.9.06	...	Tls. 75
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none	51,035	Tls. 4 for 1908	...	Tls. 105
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 15,912	51,035	Tls. 50 for 1906	...	Tls. 440
MISCELLANEOUS.								
Bell's Asbestos Eastern Company, Limited	8,664	12/6	12/6	{ \$1,500 \$12	51,035	15 % per share for 1908	...	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$1,500 \$10	51,035	5/- for 1908	10 %	\$121
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$1,500 \$10	51,035	50 cents for year ended 28.2.06	...	\$6 buyers
Do. Do. special shares	10,000	\$1	\$1	{ none	51,035	80 cents for 1908	81 %	\$91 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ none	51,035	\$1.00 for year ending 31.7.09	81 %	\$161 sellers
Dairy Farm Company, Limited	40,000	\$7	\$6	{ \$1,000 \$100	51,035	Interim of 35 cents for account 1909	10 %	\$78 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$13,000 \$100	51,035	8 cents for year ending 31.12.08	10 %	\$180 sellers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$1,000 \$10	51,035	5/- a/d bonus 20 cts. for year ending 29.2.09	10 %	\$180 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none	51,035	Interim of \$2/- for account 1909	10 %	\$180 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$1,000 \$10	51,035	Interim of \$1/- for account 1909	10 %	\$180 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$25	\$25	{ \$1,000 \$10	51,035	5/- a/d bonus 20 cts. for year ending 29.2.09	10 %	\$180 sellers
Maa-tchappi tot Mja, Bosch en Landbouwsp. in Lengku, Limited	25,000	Rs. 100	Rs. 100	{ Tls. 547,500 Tls. 61,924,3	51,035	Third of quarterly of Tls. 12/- for account 1909	81 %	\$128 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$1,000 \$10	51,035	5/- a/d bonus 20 cts. for year ending 30.4.09	81 %	\$128 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$1,000 \$10	51,035	5/- a/d bonus 20 cts. for year ending 30.4.09	61 %	\$131
Philippine Company, Limited	75,000	\$0	\$20	{ none	51,035	5/- paid shares for year ending 30.4.09	3 %	\$140 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 14,810 Tls. 2,000	51,035	None	...	\$3 sellers
South China Morning Post, Limited	6,000	\$25	\$25	{ none	51,035	Final Tls. 5 making Tls. 8 for 1908	41 %	Tls. 117 buyers
Steam Laundry Company, Limited	20,000	\$25	\$25	{ none	51,035	None	...	\$291 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	{ none	51,035	40 cents for year ending 31.3.09	7 %	\$101 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ none	51,035	60 cents for year ending 31.12.08	5 %	\$129 buyers
Watson (A.S.) & Co., Limited	90,000	\$11	\$11	{ \$46,000 \$300,000	51,035	60 cents per ord. share for year ending 31.5.09	61 %	\$142 buyers
William								